

(ESTABLISHED 1881.)

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS

Intimations.

STEAM NAVIGATION COMPANY.

Wm. FARMER, Proprietor

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,361 tons Captain H. D. Jones.
 " "POWAN," 2,338 " " G. F. Morrison, R.M.R.
 " "FATSHAN," 2,200 " " R. D. Thomas.
 " "HANKOW," 3,073 " " C. V. Lloyd.
 " "KINSHAN," 1,995 " " J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from Canton to Hongkong daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,995 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao every Tuesday, Thursday and Saturday at 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain W. A. Valentine.
 " "NANNING," 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

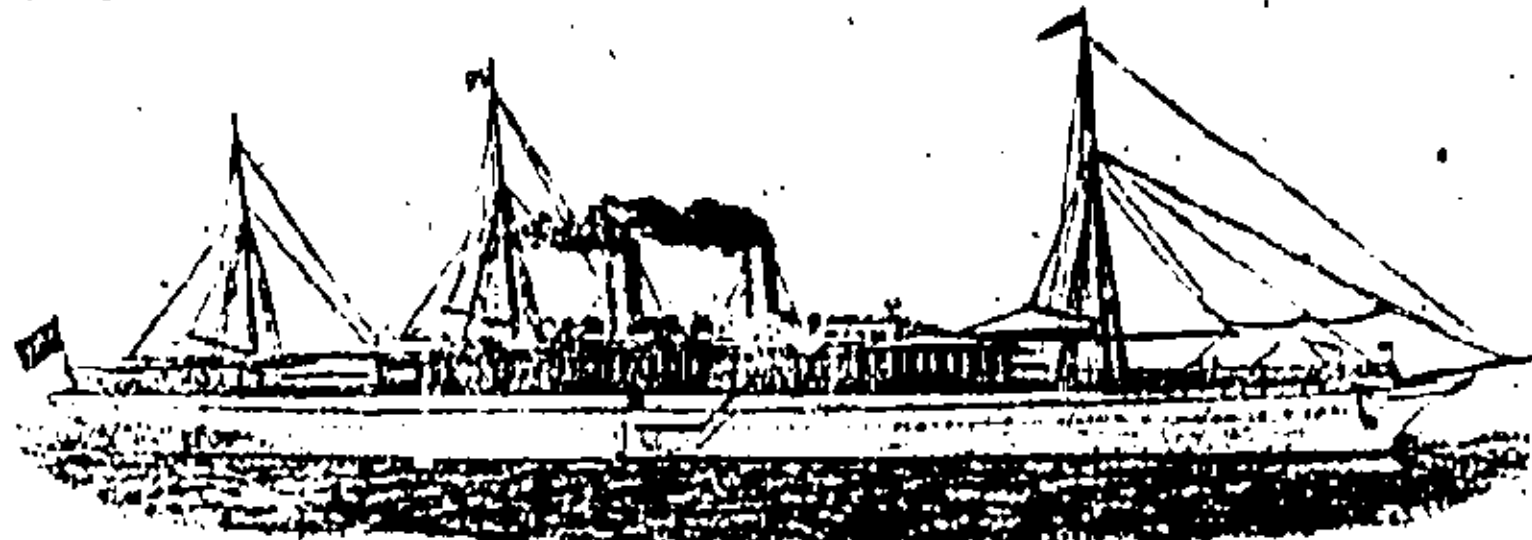
FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st July, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

Steamers	Tons	Commanders	Sailing Dates
R.M.S. "EMPEROR OF JAPAN"	4,000	H. Fyfe, R.N.R.	WEDNESDAY, 12th July
"EMPEROR OF CHINA"	4,000	R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN"	2,140	S. Robinson, R.N.R.	WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA"	5,000	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.
"TARTAR"	4,435	W. Davison, R.N.R.	WEDNESDAY, 13th Sept.

Hongkong to London, 1st Class £120. 2nd Class £60.
 Hongkong to London, Intermediate and Passage, Steamers, and 1st Class Rail £40. " £24.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 5th July, 1905. D. E. BROWN, General Agent, 9, Pedder's Street.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS: NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES	Freight
BRISGAVIA	HAVRE, ANTWERP and HAMBURG (Calling at SPORE, PENANG & COLOMBO)	17th July	Freight
SITONIA	HAVRE, BREMEN and HAMBURG (Calling at SPORE, PENANG & COLOMBO)	20th July	Freight
ACILIA	HAVRE and HAMBURG (Calling at SPORE, PENANG & COLOMBO)	29th July	Freight
SPEZIA	HAVRE and HAMBURG (Calling at SPORE, PENANG & COLOMBO)	9th August	Freight
SAMBIA	HAVRE and HAMBURG (Calling at SPORE, PENANG & COLOMBO)	23rd August	Freight
RHENANIA	HAVRE and HAMBURG (Calling at SPORE, PENANG & COLOMBO)	6th Sept.	Freight and Passengers
SCANDIA	HAVRE and HAMBURG (Calling at SPORE, PENANG & COLOMBO)	20th Sept.	Freight and Passengers
VANDALIA	NEW YORK VIA SUEZ (with liberty to call at the Malabar coast)	about beginning of Oct.	Freight

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and cabins splendidly lighted throughout by Electricity. Duty qualified Doctor and Stewards are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, On-ong Buildings.

Hongkong, 11th July, 1905.

D. NOMA, TATTOOER

62, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
SACHSEN	WEDNESDAY, 19th July
SCHARNHORST	WEDNESDAY, 2nd August
PRINZ HEINRICH	WEDNESDAY, 16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August
PREUSSEN	WEDNESDAY, 13th September
ROON	WEDNESDAY, 27th September
BAYERN	WEDNESDAY, 11th October
GNEISENAU	WEDNESDAY, 25th October
PRINZESS ALICE	WEDNESDAY, 8th November
SACHSEN	WEDNESDAY, 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December
PRINZ HEINRICH	WEDNESDAY, 20th December

ON WEDNESDAY, the 19th day of July, 1905, at Noon, the Steamship SACHSEN, Captain F. von L. Petersen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port at above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 17th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 18th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on-board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS	TONS	SAILING DATES
PRINZ WALDEMAR	3,127	TUESDAY, 25th July
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August
WILLEHAD	4,761	TUESDAY, 19th September

ON TUESDAY, the 25th July, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemas, with Mails, Passengers and Cargo, will leave this port at above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
KOBE & YOKOHAMA	PRINZ SIGISMUND	TUESDAY, 1st August
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	WEDNESDAY, 19th July
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd August

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 5th July, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."
 SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHONG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

For the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

Messrs. BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 5th July, 1905.

Intimations.

BAY VIEW HOUSE,

MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including ICES, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Macao, 7th July, 1905.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than Ten CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1905.



Gold Medals PARIS 1889 & 1900

Regd. Brand
 HARRIS, CALNEWILTS-England

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,

59, Queen's Road Central,

Hongkong.

Hongkong, 19th May, 1905.

A FOOK & Co.,
 12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORS, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch.

Moderate terms.

Orders solicited.
 Hongkong, 23rd February, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

C. W. MEAD, C. E., President and Shanghai Manager.
 N. M. HOLMES, C. E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C. E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY,
 CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
 HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway	Hydraulic	A Speciality made of Reinforced Concrete and Concrete Piles.	Examinations	On all Railway or Proposed Construction Works.
Mining and Sanitary Engineering.	Surveys	Reports and Estimates.		

Hongkong, 2nd February, 1905.

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

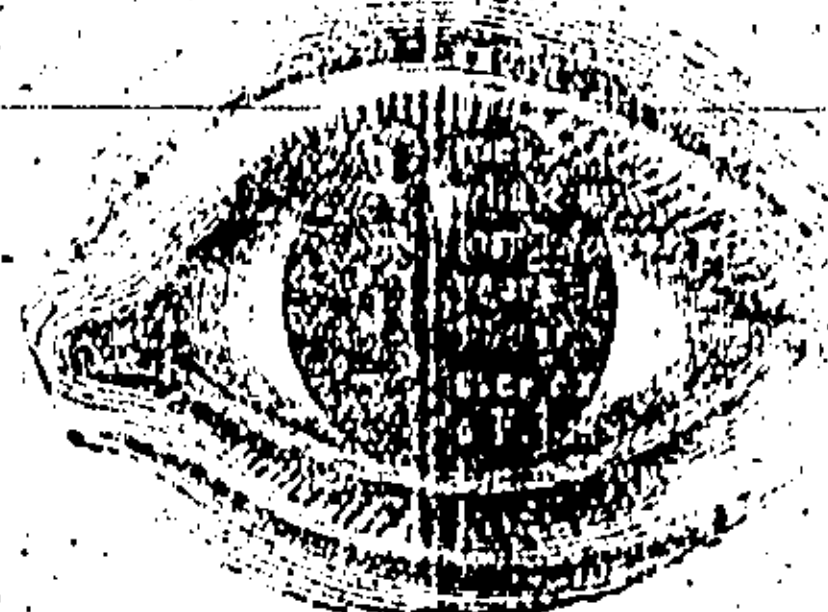
The most effective of all Hand Fire Extinguishing Apparatus.
 NO PUMPS. NO HOSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
 SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Always ready for immediate use.
 Destroys all smoke. Requires only one hand to hold.
 Can be used by anyone, even lady or child. Weighs only 1 lb. when full.
 Minimum of Price, Weight and Size. Maximum of simplicity and effect.
 Hongkong, 10th May, 1905.

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN.

10, D'AGUIAR STREET, HONGKONG.

(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 24th March, 1905.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, 8u day excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1905.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

IS now in a position, in his New and Com. modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE! in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

For particulars and terms, apply to—
 HOWARD & Co.,
 Hongkong, 24th November, 1904.

THE HONGKONG STUDIO,
 HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
 Hongkong, 15th September, 1905.

CALE WEISMANN.

THE Public are invited to pay a visit to our new

TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN PASS BEER ON DRAUGHT.

Entrance—
 No. 1A, WYNDHAM STREET.
 Hongkong, 22nd April, 1905.

Intimation.

WM. POWELL,
LIMITED.—ALEXANDRA BUILDINGS—
Des Vaux Road.FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)NEW
TWIN
BEDSTEADS,
from \$65 to \$385 a pair.Stocked in
BLACK AND BRASS,
ENAMELLED
GREEN AND BRASS,
ENAMELLED
BLUE AND BRASS,
and
ALL BRASS.BEST
SPRING
MATTRESSES
FOR THE ABOVEat
reasonable prices.SOLE AGENTS
for
ADDISON'S
PATENT
PORTABLE
SANITARY
COMMUNE,

\$14.50 to \$21.50 each.

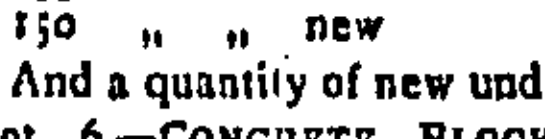
INSPECTION INVITED.

WM. POWELL,
LTD.,
HONGKONG,

Hongkong, 4th July, 1905.

Intimations.

WANTED.

FOR the HONGKONG SHAMEN'S INSTITUTE,
a GOOD SECOND HAND BILLIARD
TABLE. Any Gentleman having one to dis-
pose of is requested to communicate with the
Undersigned.J. H. FRANCE,
5, Lyseum Villas, Kowloon.
Hongkong, 10th July, 1905. [728]GOVERNMENT NOTIFICATION,
No. 417.TENDERS will be received at this Office
until Noon of MONDAY, the 14th day
of August, 1905, for the PURCHASE of the
following PLANT AND MATERIALS,
formerly in use on the Fringe Reclamation
Works (Ordinance No. 6 of 1889):—
Lot 1.—STEAM TUG BOAT built by the
Hongkong and Whampoa Dock Co. in 1899.
Length between perpendiculars... 90 feet.
Breadth, extreme... 17 " "
Depth moulded... 8 " "
Compound surface condensing engines, about
24 H. P.Lot 2.—FLOATING STEAM DERRICK CRANE
supplied by the Hongkong and Whampoa
Dock Co. in 1899. Working load 8 tons at
radius of 50 feet. The Crane, built entirely of
iron, and mounted on an iron Pontoon 60 x
40 x 6' 6", with semicircular ends. Draft 2' 6".
Lot 3.—LIGHTERS (3) for deck cargo (con-
crete blocks). Built by the Hongkong and
Whampoa Dock Co. in 1899. Constructed of
Manila hardwood and Oregon pine, and
sheathed with zinc. Dimensions 75' x 23' x
5' 6". Carry 80 tons on a draft of 3 feet.Lot 4.—LOCOMOTIVE STEAM DERRICK
CRANE by Ransomes & Rapier. Working load
8 tons at a radius of 25 feet.
Also 516 lineal yards of 70 lb. flat-bottomed
steel rails, with points and crossings, fish
plates, bolts, spikes, and sundry platelayers'
tools.Lot 5.—DIVING GEAR by Siebe, Gorman
& Co.:—
1 No. Double Air Pumps.
1 " Single " Do.
4 " Helmets.
133 lin. feet of second hand Air Pipe.
150 " " new " Do.
And a quantity of new underclothing, &c.Lot 6.—CONCRETE BLOCKS. 150 No.,
varying from 96 to 144 cubic feet, more or less
damaged. Total bulk about 15,300 cubic feet.
For full particulars apply to the Public
Works Department.The Government does not bind itself to
accept the highest or any tender.
By Command, F. H. MAY,
Colonial Secretary.Colonial Secretary's Office,
Hongkong, 30th June, 1905. [727]

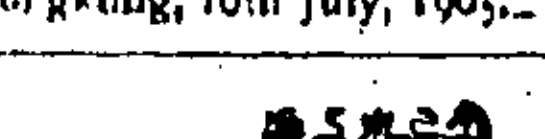
NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF
MISCELLANEOUS MATERIALS,
(FIREWOOD, LIME, WHITE BEST, CHARCOAL,
&c., &c.), from the 1st August, 1905, to H.M.
DOCKYARD, Hongkong.Forms of Tender can be obtained on applica-
tion to the Naval Store Officer, H.M. Dock-
yard, and should be returned not later than the
18th July, 1905.A Deposit of One Hundred Dollars (\$100)
will be required when applying for Tender
forms to be returned if the Tender is declined.
Hongkong, 10th July, 1905. [729]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF
LABOUR AND JUNKS in connection
with the COALING of H.M. FLEET, etc., at
Hongkong, for a period of 12 Months from the
1st August, 1905.Forms of Tender can be obtained on applica-
tion to the Naval Store Officer, H.M. Naval
Yard, Hongkong, and should be returned not
later than Noon on 19th July, 1905.

Hongkong, 5th July, 1905. [716]



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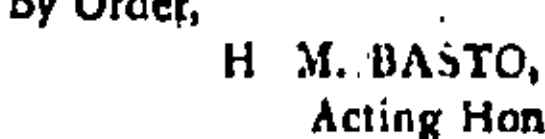
Hongkong, 5th July, 1905. [716]



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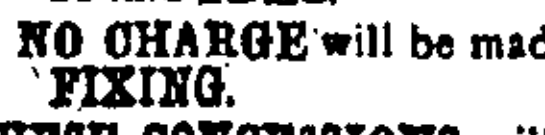
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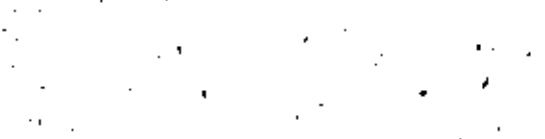
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Yard, Hongkong, and should be returned not
later than Noon on 19th July, 1905.

Hongkong, 5th July, 1905. [716]



NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF
LABOUR AND JUNKS in connection
with the COALING of H.M. FLEET, etc., at
Hongkong, for a period of 12 Months from the
1st August, 1905.Forms of Tender can be obtained on applica-
tion to the Naval Store Officer, H.M. Naval
Yard, Hongkong, and should be returned not
later than Noon on 19th July, 1905.

Hongkong, 5th July, 1905. [716]

LATE TELEGRAMS.

[N. C. News.]

News from the Front.

Tokio, 1st July.
It is officially announced that a Japanese
detachment dispatched towards Hailuogang from
the Hailuogang region drove three hundred
Russian infantry and cavalry, on the morning
of the 10th ult., from Tashan, two miles
north-west of Yankoussouk, and occupied the
northern height.A party of Japanese occupied, in the after-
noon of the 28th ult., Sanchiafang, twenty-one
miles north of Lanching, and five miles
north of Nanchangchig, and are still ad-
vancing.Russian Attack on Japanese
Fishermen.Tokio, 1st July.
On the afternoon of the 28th ult., twenty-seven
Russian soldiers attacked Todoshima, in La
Pérouse Strait, which was formerly uninhabited,
but has been colonised by adventurous
Japanese fishermen since the war began. The
casualties are unknown, but six refugees
reached Ritsirishima on the 30th ult.

The Japanese Plenipotentiaries.

Tokio, 6th July.
Baron Komura and party had an audience
this morning, and were subsequently entertained
at an Imperial tiffin. The Emperor has
issued a rescript appointing Baron Komura
and Mr. Takahira.Later.
The Imperial rescript to the Peace Plenipo-
tentiaries says that the President of the United
States, being anxious lest hostilities should run
on for years, and being desirous to see a con-
clusion of the campaign, has proposed to the
two Governments of Japan and Russia to send
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negotiations."Covetous of peace as We are, We re-
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Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN AND CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.
Hongkong 28th May, 1895. [152]

Hotel.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 17th May, 1904. [17]

Dentistry.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D. D. S.,

17, DES VEAUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania U.S.A.

Hongkong 4th June, 1904. [167]

TSIN TING.

GATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904. [166]

Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. the 12th instant, will be
landed at Consignees' risk and expense.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th July, 1905. [160]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship

"DENBIGHSHIRE"

Captain W. A. Evans, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company
Limited, at Kowloon and stored at Consignees'
risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th inst. will be sub-
ject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th inst. at 3.30 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 6th July, 1905. [719]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SCHARNHORST"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 8 A.M.,
TO-MORROW.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th instant will be sub-
ject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 10th instant, at
9.30 A.M.No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY

GEO. G. SANDEMANN SONS &
CO., LTD.

Per dozen.

Light Dry	\$13.00
Solera	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Nutty	24.00
Fine Old Brown	36.00

A. S. WATSON & Co.,
LIMITED.

Agents in Hongkong and South China for

SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 32nd June, 1905.

\$16.00

WILL BUY A CASE

OF

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.

34, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

BIRTH.
On 7th July, at Museum Road, Shanghai, the wife of CHAS. E. LINTHAC of a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 11, 1905.

CHINESE STUDENTS' FEDERATION.

The agitation in China against the ratification of the Chinese Exclusion Treaty framed by the United States Government has had some remarkable results. It has led the Chinese from end to end of the Empire to appreciate the value of unity; it has solidified all classes and clans; it has awakened a spirit of national pride and patriotism that never previously existed, at least to the knowledge of the foreigner; it has aroused the Empress Dowager herself to protest against her "children" being treated as helots and outcasts in the United States; in fine, it has done more to bring about the regeneration of the Chinese people from viceroy to trader than a hundred decrees, proclamations, edicts, and invasions could have effected. No foreign theorist could have dreamt that the Chinese would have fought for the sake of a principle. Yet they stand shoulder to shoulder in solid phalanx against this measure which casts odium upon the Chinese as a whole. And now, finding the power that they can wield by co-operation, the Chinese are bent on a complete system of reform, to be attained by mutual support. One of the direct results of this agitation is the formation of what is called the World's Chinese Students' Federation. The idea of organising such a society was mooted by the educated Chinese of Shanghai some time ago and on the 1st inst. it took tangible shape. More than a hundred scholars, graduates of foreign universities and representatives of advanced thought, assembled to consider the proposal to establish a World's Federation. Chinese speakers addressed the meeting in English, Mandarin and Cantonese, advocating the adoption of the scheme. They did not hesitate to denounce the apathy of the lower classes, the corruption and ignorance of the officials, and the dissensions which prevail in China. They claimed that the hope of the country was to be found in her students—not the *littérati* who ponder abstruse sayings of ancestral philosophers, and court official favour through a carefully turned period and flamboyant metaphor; but those who have been educated in modern seminaries, who have imbibed and assimilated the teachings of the West, and have realised that until a radical change occurs in the administration of Chinese affairs the country must remain subject to the whim and fancy of every faddist official, and the prey of every foreign aggressor, who deems it wise to divert the attention of his own subjects from the troubles within his own borders. What the World's Chinese Students' Federation intend to do precisely, is somewhat difficult to explain. But it is obvious that a banded host of educated Chinese, with branches in every part of the world, pledged to stand up for China and the Chinese may, in time, exert an extraordinary influence on opinion. Societies of the secret order, have ever found favour with the Chinese, but these societies have earned the reprobation of the Chinese Government and foreign powers. A federation bound on a mission to conquer by peaceful methods should prove vastly more formidable than a few bands of idle plotters. And this is the outcome of the feeling of indignation engendered by the terms of the Chinese Exclusion Treaty. As a straw shows how the wind blows so the formation of this and kindred movements shows that a new era of progress has arisen.

LOCAL AND GENERAL.

A NUMBER of late telegrams are printed on the third page.

THE German mail of the 7th June was delivered in London the 18th inst.

WE have received copies of the annual report for the year ending 31st March last, of the Meiji Fire Insurance Co., Ltd., of Tokio, which the Mitsui Bussan Kaisha represent in South China. The company transacts fire insurance business only and its reserve funds now exceed Yen 2,000,000.

THE report from Lord Kitchener relating to the Indian Army has been published. He states that the Indian Army is defective and inefficient, and unfit for any great warfare. He concludes by paying a tribute to the enlightened methods of the Japanese military administration.—*J.H.*

FRIDAY next, July 15th, being the French National Fête, the offices of the French Consulate, Prince's Building, will be closed during the whole day. The Consul for France will be pleased to welcome at his official residence, 10, Macdonnell Road, between 9.30 and 10.30 a.m., the members of the French community, and between 11 and 1 p.m. the British and foreign officials and officers, as well as his foreign colleagues, who may wish to call on (his occasion).

THREE Chinese who were among the number taken to San Francisco from the Orient by the steamer *Mongolia* on her last voyage, across escaped from the vessel at the Pacific Mail dock and have apparently got away. Unless the Pacific Mail Company soon effects their capture it will be liable to a fine of \$1,000 gold for their disappearance.—*R.R.*

CHIAN Chung, a junk master, was charged with leaving this harbour without obtaining a clearance from the Harbour Master. Mr. McIver said this was becoming rather a common form of offence, and gave the department a great deal of trouble, as they had no means of checking the exports in these junks, and smuggling could easily be carried on. In this case the junk was loaded with a full cargo of coal. Mr. G. N. Orme fined the defendant \$50 with the alternative of five weeks' imprisonment.

THE following telegraphic information, dated 1st inst., has been received from the Sumatra Director and Manager of the Maatschappij M.J. Bosch-en Landbouwexploitatie in Langkat, Ld.:—
Daily aggregate output of Crude Petroleum Gallons 76,000
Crude Petroleum in Tanks 140,000
Kerosene made since the date of the preceding half-monthly telegram Cases 74,000
Kerosene shipped since the date of the preceding half-monthly telegram 43,000
Kerosene in stock at Refinery at date 79,000

A REPORT has been received at Shanghai, which has caused much anxiety to the friends of Capt. Paulsen of the Norwegian str. *Frisja*, which left Shanghai for Hankow on the 2nd inst., that he has disappeared. He left here on his steamer and is said to have carried out his regular duties until the time of his disappearance. He is a most popular man with those with whom he has come into contact here (his steamer having only recently come out to the East), is popular with his crew, a man of considerable means, and also a partner in the property of the steamer of which he was in command. He is a married man with children.—*N.C.D. News.*

WE take the following item from the *Western Daily Mercury* of 16th April last.—On Saturday last a very pretty military wedding, took place at St. Mark's Church, Ford, between Miss Varcoe (eldest daughter of Mr. and Mrs. J. H. Varcoe, of 84, Barton Avenue, Keyham) and Staff-Sergeant H. J. A. McCaffery, Royal Engineers, Gravesend, Kent. The bride, charmingly dressed in white, was given away by her father. Miss Olive Varcoe and Miss Minnie Power were the bridesmaids. The bridegroom was accompanied by his brother, Corporal J. McCaffery, Royal Engineers, Guernsey, Channel Islands, as best man, and supported by Q.M.S. Biles, R.E., and other military friends from Hongkong, etc. The ceremony was attended by numerous relations and friends of the bride and bridegroom. After the ceremony a reception was held at the residence of the bride's parents and during the evening the happy pair left for Torquay to spend their honeymoon. The presents were numerous and costly.

THE case in which Sipper H. Wells was charged with noisy and disorderly conduct in Ship Street on Thursday night last was resumed before Mr. F. A. Hazland this morning. The case had been remanded to allow defendant to get his witnesses, but in this he failed. Asked what he had to say the defendant told a remarkable story of unprovoked assault upon him by constable McKay, assisted by constable Hynes, while he was acting the part of a good Samaritan to a sailor sleeping in the street, whom the police were "interfering with," and also said that constable Hynes challenged him to meet him when off duty and he would fight him. He added that five or six sailors stood by and said the police were "behaving brutal" to him, but they did not offer him assistance, or protest to the police against the alleged brutality. One sailor afterwards, when he was knocked down, by a blow under the jaw, as he alleged, from constable McKay, did come to his assistance, but defendant did not ask him to, nor speak to him. Then they all had "a bit of an argument" and then he was arrested and taken to the Station. Inspector Gould said there had been many complaints made against the defendant, by the police of the district, for his interfering with them in the execution of their duties; but this was the first time he had been charged. He was a great trouble to the Police. His Worship, addressing defendant, said: I find the charge proved and you are convicted. As this is the first time you have been charged I shall deal leniently with you, and inflict what I consider a very lenient penalty upon you, to give you another chance. But you are a very troublesome person, and I warn you, and I want to impress this upon you, that you must behave yourself for the future; for if you ever appear before me on any charge I will deal very severely with you; and will send you to a term of imprisonment with hard labour, without the option of a fine. You are warned, and you will pay a fine of \$7, or go to gaol for 14 days, and enter into a personal bond for \$100 to be of good behaviour for twelve months.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 11th at 11.55 a.m. The barometer has risen in Japan, and is little changed elsewhere. Pressure is lowest over N. China, and highest over the N. part of the China Sea and the Pacific towards the Loochoos. Gradients continue slight, and light S. winds may be expected in the Formosa Channel and the N. part of the China Sea. Forecast:—light S. winds; fine

HONGKONG & SHANGHAI BANKING CORPORATION.

HALF-YEARLY DIVIDEND.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a Dividend of £1.150 per share. Add to the Reserve Fund... \$500,000 and carry forward about... \$1,700,000

THE "TRAVANCORE" INQUIRY.

CAPTAIN GUILTY.

MASTERS AND MATE'S CERTIFICATES SUSPENDED.

After four lengthy sittings and taking the evidence of thirteen witnesses, the Court of Inquiry, held in connection with the stranding of the sailing ship *Travancore* and the charges of incompetence subsequently preferred by the crew against the master, Capt. W. G. Chamberlain, concluded their investigation this afternoon. The Court is composed of the Hon. Captain L. A. W. Barnes-Lawrence, R.N., (President); Captain C. P. McCallum, R.N., H.M.S. *Tamar*; Captain H. Pybus, R.N., *Empress of Japan*; Captain St. John George, R.N., *Macquarie*; and Captain W. Gibbs, R.N., *Taiping*. Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, represented Captain Chamberlain of the *Travancore*, and Mr. John Hays, of Messrs. Johnson, Stokes and Master, appeared for the owners.

Capt. R. Chenoweth, of the Chinese revenue cruiser *Likin*, was called and stated, in reply to the President, that at 8 p.m. on the 2nd June the crew of the *Travancore* came on board of his ship. The captain had previously boarded the vessel and informed him that his crew had refused to stay any longer on board of the sailing ship so that the men were allowed on the cruiser. About 10 p.m. the officer on watch on the cruiser told witness that the *Travancore* was afloat. There was a little difficulty in getting the men to go and assist their captain, but this might have been due to a heavy rainstorm which was passing, though he thought that under the circumstances the men might perhaps have been a little quicker. They were about fifteen or twenty minutes getting away. The crew made no attempt to get the second boat (which only had two rollocks) alongside, so he had to send two of his own crew to assist, and to tow the boat across. The men returned to the *Likin* when they found that the *Travancore* was not afloat and remained aboard until 6 a.m. the next day.

By Lieut. McCallum—There were eighteen men "all told" from the ship. He did not believe there was an officer with them. By Capt. Pybus—No request was made to him to board the *Travancore*. He did not think the hawsers had been run out from the ship in a proper manner. He thought the men were waiting for the rain before leaving the *Likin*; in fact, there was nothing unusual in regard to their conduct. Some men were worse than others. The ship's documents were brought aboard of the *Likin* on the afternoon of the 2nd June; but he knew no reason why the log book was not brought at the same time. By Capt. George—Captain Chamberlain told him, when he requested that the crew be permitted to go on the *Likin*, that the men were afraid the masts might come down; but did not mention himself that there was any immediate danger. When he saw the *Travancore* she had only one hawser out, but later on a second was run out.

Henry Wylie, sailmaker, called on behalf of the captain, said he had been at sea for about 29 years; he joined the *Travancore* when she left England. On the early morning of the 31st May there was trouble with some of the crew on account of their drunken behaviour; the drink had been taken aboard by two men. He could not say whether Mitchell was sober or not when the ship left Hongkong. The captain was on deck.

"Was he at any time that morning any the worse for liquor?" asked Mr. Wilkinson.

"No, sir," replied witness.

"Have you at any time seen the captain the worse for liquor?" No, sir.

Never?—No, sir.

Did you see the captain fall that morning?—No, sir.

Did you see any of the men fall?—Yes, two or three men who had been drinking.

Who were they?—Murphy was one, and I myself fell, but I had not been drinking.

Why did you fall?—Because there were a lot of new ropes lying about.

Continuing, he said that on the voyage out from home the ship never once misadvised, and he looked upon her as a really good ship.

On the morning of the 1st June the crew did not take much notice of any orders and looked as though they did not care whether anything was done or not. Ordinarily they would be smarter than they were then. Had the ship been smartly worked she might have come round then.

He heard the captain say, "Hurry up, now, boys." When the ship missed stays there was a sort of panic among the men; everyone was talking and no one was listening. During the time the ship was ashore attempts were made to get her off and the captain was busy the whole time. When told to set the sails and square the main yards, the crew obeyed the former order but refused to do the latter and also to set the mizen topsail. In fact one of them said "we are not going to set the sails; you can go and do it yourself." That was said to the captain. While on the *Likin* and when the men were ordered to return to the *Travancore* they seemed reluctant to obey. When the boat's crew returned to the *Travancore* from Hongkong he heard the second officer say "We've fixed the old man; his ticket's gone."

Lieut. McCallum objected to such a statement being given as evidence and this was upheld.

Continuing, witness denied that the covers of the lifeboats were nailed down.

By the President—He thought his confidence as to the ship going about was misplaced. He was in a panic himself when the ship missed stays.

By Capt. Pybus—He was not as smart as the others in leaving the *Likin*; he was in the second boat.

By Capt. George—He did not know why the crew brought the charges against the captain. Williams and Ryan took the liquor aboard on the night before sailing. Witness was not invited to join the crew in their complaint about the captain.

By C. Mitchell—He (Mitchell) took the ship through the harbour on the morning that he

(witness) alleged he was drunk. Mitchell was in drink, but not drunk. Mitchell did not tell him to leave and just as the ship was going ashore.

By Byrne—He had seen him take drink. He had never seen the captain drunk on board of the ship. He did not tell a man named Clarke, the night before leaving Hongkong, that the captain was "as full as an egg."

Mr. Wilkinson considered there was no evidence before the Court to warrant its finding the captain guilty of the charges brought against him. After the vessel went on the rocks the captain accused the men of cowardice, and this being so, naturally, the men were loth to go on a long voyage in the ship with these officers, and took the opportunity here afforded of bringing this charge in order to get quit of the ship and clear of their agreements. He would not suggest any deliberate act on the part of the steersman or men on deck to further their ends, but he would say that the charge was brought on the flimsiest grounds. He proceeded to review the evidence, and said that the captain was perfectly justified in relying on the vessel's doing what was required of her, as he knew the vessel and he knew her to be very easily handled, and had no reason to believe she would behave differently on this to other occasions. It was an impudent allegation on the part of the boatswain and carpenter to say that the mate intended to scuttle the ship, and on that account their evidence was not worth a moment's consideration or credence. It was utterly improbable that he had any such intention he would have told these men of it. If a man intended to rob the office safe, he would not tell anyone of his intention, least of all any of the clerks in that office and these men were, in a manner, in the position of clerks. Again, if he had told these men of such an intention was it likely that they would have kept silent all this time? Mr. Wilkinson then spoke of the captain's testimonials which he had reviewed and covered a period between 16 and 17 years, and no corroborative evidence had been adduced that he had ever been under the influence of liquor; and moreover, it was never alleged that on any other occasion he was under the influence of liquor. The most that could be brought against the captain was that he committed an error of judgment, but he was justified in being confident that the ship would go about without trouble, as she had done scores of times before. It was just possible that if he had dropped his anchor the ship might have been saved, but the captain had no reason to believe it was necessary, and it was one of those things that one can easily advise after the event! He would ask the Court not to find the captain guilty of the charges brought against him.

Mr. Hays then addressed the Court, ridiculing the idea of the captain's being drunk, or of the mate's ever intending to scuttle the ship, and informing the men of such an intention.

The Court was then cleared to consider its decision.

THE FINDING.

Upon the Press being re-admitted it was announced that the Court had found the captain and chief mate guilty of careless navigation. The captain's certificate was suspended for nine months and the chief mate's for three months. The crew were ordered to pay the costs of the proceedings.

Further evidence taken before the Marine Court yesterday afternoon, and unavoidably withheld from our issue last evening was as follows:—

M. Byrne, able seaman, stated that he was at the wheel in the last watch on the morning of the 1st June. For about an hour and a half the vessel was in neither wear nor stay. They tried to tack her three or four times. The chief officer was in charge of the watch. When witness went on deck at 7.45 on the 2nd, he came to the conclusion that the ship was too near the shore. The order was given by the master "hard a lee," in a proper manner. The order they expected after missing stays was "let go anchor," but they never got it. When the ship struck they were immediately ordered to the boats by the captain. The whole of the crew took to them, and they were hardly in when the captain came and sat on the rail, and asked them if that was what they intended to do. They went on board again, and he saw the chief mate on deck tearing the deck log and throwing it over the side.

By Captain Pybus—The log book was not wrapped up. He was employed cutting the starboard anchor when he drew the chief officer's attention to the captain who had fallen down on the poop. The chief officer said, "he was not supposed to notice that. Witness was present when the boat's pointed out to the mate the fact that the vessel was floating."

By Captain George—The man who called him in the morning said they had to turn out early to go about. The book the chief mate tore up looked like the deck log. Witness could not say that it was.

By Mr. Wilkinson—The carpenter told him that morning about the mate wanting to scuttle the ship.

The further hearing was adjourned until to-day with the above result.

DESPERADOES IN DEEP BAY.

A PIRATICAL ATTACK.

It is a well-known fact that many bad characters infest the shores of Deep Bay and frequently give considerable trouble to the authorities. Notorious characters who live by what they can steal, and pirates who find a safe anchorage in the shallow waters off the Canton River are often seen prowling about the Bay awaiting an opportunity to plunder, or even to hold up some unsuspecting craft coming down the little waterways from the mainland. A most daring instance of this has just come to light and shows the barefaced manner in which some of these ruffians set about their work.

On the night of the 4th inst. a junk trading between Samchun and Tungkuo was coming down the river at the head of the bay in company of a smaller cargo boat bound for Hongkong, when a sailing craft sped out from the banks and made straight for the ship that was coming to the port. Arriving alongside of her some dozen armed men sprang out of the sailing boat and boarded her, ordered the crew below and proceeded to search for valuables. Unfortunately for them the cargo boat was empty and the value of the loot they secured did not total much more than \$15. Meanwhile the sailing craft had been anchored and taking charge of the cargo boat the robbers made off in the direction of the junk proceeding to Tungkuo. They did not take long in overhauling her, and once alongside she was quickly boarded, the crew ordered below and kept there under battered hatches. The master was then interrogated and during a struggle which ensued sustained a nasty sword cut. He was forced to reveal the whereabouts of the valuables so that when the robbers left they took with them \$500 in cash, about \$300 worth of cocoons silk cloth, and various odds and ends totalling close upon another \$100. The master subsequently reported the occurrence at the San'in station, and the matter is now in the hands of the Hongkong detective department who may be relied upon to do their utmost to bring these desperadoes to book.

E L E G R A M S.

"HONGKONG TELEGRAPH" SERVICE.

CAPTAIN BOUGOUIN SENTENCED.

TEN YEARS' IMPRISONMENT.

[From Our Own Correspondent.]

Shanghai, 11th July.

10.10 a.m.

Captain Bouguin, who was found guilty on a charge of espionage in Japan, has been sentenced to ten years' major penalty imprisonment.

[Captain Bouguin, one of the best-known Frenchmen resident in Japan, joined the French Legation as military attaché at Tokio in 1876, and is said to have inspired such a high regard and such confidence with the Japanese General Staff that he was employed as an instructor of the army of the Mikado. He filled this office to the entire satisfaction of the Government, and when he retired he remained in the immediate environs of Tokio and gave himself up entirely to industrial interests of which he had the agency. The relations which he had enjoyed with the Japanese Government, his former position, and his perfect courtesy brought him special authority, and few Europeans were as well received in all quarters of the capital. When the war broke out Captain Bouguin entered into relations with the French Press, which congratulated themselves upon finding out there a correspondent so well advised on the affairs of Japan. He sent many contributions to *Le Petit Parisien* and *Le Libérateur* and also furnished those journals with many photographs and various notes. From information which came to the ears of the Japanese police Mr. Bouguin's house was searched and outlines and rough notes on the war were found and seized. The preliminary examination of the captain and Maki, his Japanese employee, took place a short time ago, when they were found guilty of divulging military secrets, but sentence was deferred. The Englishman, Mr. Strange, Capt. Bouguin's interpreter, was released on the ground of insufficient evidence.—*Ed. H.K.T.*]

PROMINENT SHANGHAI MUSICIAN

DROWNED WHILE BATHING.

[From Our Own Correspondent.]

Shanghai, 11th July.

10.10 a.m.

Signor Valenza, the violinist and conductor of the Shanghai Operatic Society, was drowned while bathing at Hongkong yesterday evening.

THE INTERNED "ASKOLD"

SAILORS INSUBORDINATE.

BLUEJACKET IMPRISONED.

[From Our Own Correspondent.]

Shanghai, 11th July.

12.30 p.m.

The sailors of the interned Russian

cruiser *Askold* have lately been inclined to acts of insubordination.

One bluejacket has been tried and sentenced to be imprisoned for two years and six months.

The Russian officers are very reticent over the whole affair.

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TELEGRAMS.

[Official.]

JAPANESE RE-OCCUPY SAGHALIEN.

RUSSIA'S BLIGHT RESISTANCE.

Mr. M. Noma, Consul for Japan, kindly forwarded to us the following telegrams:—

Tokio, July 10, 2.55 p.m.

The official report of the Saghalien landing army states that our army occupied Korsakov early on the morning of the 8th inst., without much resistance.

The Russians burnt the town of Korsakov, and retired to the position near Soloivka (about seven miles north of Korsakov), where they again attempted the resistance, but, being dislodged by our pursuing force, retired towards Vladimirovka (about 22 miles north of Korsakov).

In this engagement we captured four guns and some quantity of ammunition. No damage sustained on our side.

Tokio, July 10, 5.56 p.m.

Admiral Kataoka reports that our squadron arrived at Saghalien waters at daybreak of the 7th inst., and after sea-clearing operations, our transports and a part of our squadron approached to the coast. Our combined naval detachment then landed and, without resistance, occupied the position as previously determined. Thereupon a part of our army also landed and relieved our naval detachment. Meanwhile, the enemy's fort on the height south of Korsakov opened fire at our ships which were engaged in clearing the sea, but the latter successfully effected the operations as prearranged. No damage was sustained by our squadron.

At early morning of the 8th inst. three warships and two destroyers were despatched to assist the movement of our army in occupying Korsakov, but they found that Korsakov was already occupied by our army. At 2 p.m. our destroyers entered Chitose Bay, which was formerly called Rososel Bay, when the enemy opened a vigorous fire with field guns, which, however, were finally silenced.

TOGO AGAIN ACTIVE.

Tokio, 11th July, 1.55 p.m.

Vice-Admiral Kataoka reports that the two cruisers and four torpedo-boats, under Rear-Admiral Togo, with troops on board, were despatched to the Kondo promontory (south-western corner of Saghalien) on the 10th instant.

After a demonstrative bombardment the squadron landed the naval detachment and occupied the promontory.

The lighthouse and buildings were found in a good condition.

[Reuter's.]

The "Kniaz Potemkin."

LONDON, 9th July.

The *Kniaz Potemkin* has surrendered to the Roumanian Government.

Later.

Two Russian warships have taken charge of the *Kniaz Potemkin*, at Kusteni.

The University Crick-Match.

Cambridge beat Oxford by 40 runs.

Prince Arisugawa in England.

Prince Arisugawa yesterday visited the Wallace collection of pictures; otherwise he passed a quiet day.

The Japanese in Saghalien.

The Japanese landed a force in Saghalien on the 7th instant; the Russians after a slight resistance retired northward.

[The following account of the use Russia has been making of the island, which recently appeared in an American paper, may be found of interest:—Saghalien is an attenuated island lying off the eastern coast of Siberia, in the Sea of Okhotsk. Russia has used it as a penal colony since 1869. Among the people of Russia it is called the Isle of the Lost. It is well named by them. No person who is sent to this island ever returns. The government apparently desires to add to this impression of hopelessness by preventing, as far as possible, any description of the life lived here from reaching the people. It would have an atmosphere of gloom hang over the island. It would have exile to this forsaken spot mean the crossing of a yawning gulf into a world from which no word can return. There a false passport is not worth the trouble of writing it. Passport or no passport, it makes no difference. A few foreigners have been able to spend a short time on the island in recent years. It has usually been difficult to secure pictures of the life there. Only those who are sentenced to penal servitude for life because of some great crime, personal or political, are sent to Saghalien. The prisoners are not great stone dungeons, such as those to which the American is accustomed. They resemble barracks, or great warehouses. The stockades around the portion devoted to the incarceration of the most violent of the criminals, if constructed around an orchard, would only add to the fun of stealing the apples for an American boy. Leaving the prison, however, is like jumping from the frying pan into the fire, so the temptation to do so is not great. The male prison is divided into three parts. One is for the privileged convicts. The workshops and cells for the best behaved prisoners are here. The good conduct prisoners, who are permitted to go outside in the day to labour, occupy the middle part. The northern quadrangle is surrounded by a strong stockade and overlooked by a watch tower. There are kept the most desperate criminals, who wear "horns" weighing fourteen pounds. All the prisoners are kept there through the first year of their incarceration.—Ed. A.K.T.]

The Morocco Question.

It is announced that a Franco-German agreement has been reached regarding Mo-

rocco. It is stated in Paris that Germany recognises the exceptional position of France on the Algerian frontier.

[N. C. D. News.]

Skirmishes in North Korea.

Tokio, 4th July.

It is officially announced that in the North Korea, about four hundred Russian cavalry with artillery appeared at dawn on Sunday near Noromok, 22 miles north of Yuyong, and were immediately repulsed northward.

A detachment of Japanese cavalry was sent to make a detour far to the north to cut off the retreat of the Russians. They encountered the Russian cavalry fleeing from near Noromok while they were attacking the infantry on the north-western height of Houthonggi, fourteen miles north of Yuyong, and took some spoils.

Skirmishes in Manchuria.

Tokio, 4th July.

In Manchuria, six hundred Russian cavalry, who were approaching Iminho, on the right bank of the Liao, thirteen miles north-east of Kangping, were repulsed on the morning of Saturday.

Fifteen hundred Russian cavalry were attacking Shishiku, eight miles north-west of Iminho on the morning of Saturday. The engagement lasted till dawn on Sunday, when the Russians were repulsed. The Japanese had ninety casualties, the Russians over four hundred.

There were collisions between scouts at other places.

A QUESTION OF JURISDICTION.

AMERICAN JUDGMENTS IN HONGKONG COURTS.

The Chief Justice, Sir Francis Pigott, sitting in Original Jurisdiction to-day, heard argument in an action at the instance of Robert Smith, marine engineer, Seattle, against William Dunbar, trader, carrying on business at Beaconsfield Arcade, Hongkong. The plaintiff stated that in 1904 he obtained judgment in the Circuit Court of Multnomah, Oregon, U.S.A., against defendant in the sum of \$1,707.73 gold. He now claimed the recovery of that sum, with interest at the rate of 6 per cent, from 31st December, 1897, and \$50.45 gold as costs. The issue now before the Court was as follows:

"Is the plaintiff entitled to have the judgment of the Circuit Court of Oregon in the United States of America enforced by the Supreme Court of Hongkong against the defendant, who is a British subject, and who was absent from the United States of America at the commencement of and throughout the action in which the said judgment was given, and who has not submitted in any way to the jurisdiction of the said Court in the said action?"

Mr. H. G. Cathrop, of counsel instructed by Mr. F. P. Helt, of Messrs. Brutton, Helt and Goldring appeared for the plaintiff; Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Dixon appeared for the defendant.

After hearing argument the Court reserved judgment.

HONGKONG POST OFFICE MALIGNED.

A JAPANESE ALLEGATION REFUTED.

The Hongkong Post Office officials already have so many sins of omission and commission charged against them that when a baseless accusation is launched it becomes almost a public duty to stand up for the weak and defenceless. The *Japan Chronicle* of recent date declared that the Hongkong Post Office had "held up" the mails from abroad, and it proceeded to give particulars. It stated that the Australian mail for Japan arrived at Hongkong by the N.D.L. steamer *Prins Waldemar* on the 19th June and was taken ashore with the mails for China. Then, it alleged, although the Post Office officials knew that the steamer would leave in twenty-four hours she was allowed to depart without any of the Australian mail she carried for Japan. The result of this heinous offence was that the merchants in Japan who had cargo consigned to them from Australia were unable to obtain delivery of their goods, because the mail containing the bills of lading and shipping documents had not arrived. The paragraph continued: "Should the mail not reach Japan within the next day or two consignees will be unable to get their documents presented at the Customs before the 30th inst., and it is thus probable that cargo which would have been landed under the old Customs Tariff will have to pay the increased duties which take effect from the 1st proximo."

Now taking these allegations *seriatim*, it will be shown that the Hongkong Post Office has been traduced and maligned by our Japanese contemporary, and that the Post Office officials have a complete and excellent answer to each and all of the charges. It is admitted to begin with that the *Prins Waldemar* brought mails from Sydney and Brisbane. These mails were enclosed in the bags for Hongkong and naturally were taken ashore to be sorted here. All the mails for Japan, including the Australian mails, were sent on board the *Prins Waldemar* next day for Kobe, the first port of call. So that the indictment is wrong on the count that the Hongkong Post Office allowed the *Prins Waldemar* to leave without the Australian mails for Japan. But not content with merely saying that the Japan mails were all sent on by the *Prins Waldemar* on the 20th ult., the Post Office authorities go further and contend that if merchants in Japan failed to get their bills of lading and shipping documents, that was simply due to the fact that the people in Australia had not sent them on. In other words the Hongkong Post Office officials have a fine non *prosumus* plea. If merchants in Japan had or have to pay the increased Customs duties let them not blame the Hongkong Post Office, which on this occasion is immaculate, but trouble the postal authorities of Australia for it is they and they alone who are apparently at the bottom of the trouble. That is, of course, always on the assumption that the Australian shippers posted the necessary bills of lading, etc. How feeble and carping appear the criticisms of the Japanese press when this beautiful refutation of a calumny is taken to heart. "Complaints have frequently been made to the Post Office at Hongkong regarding the way the mails in transit are detained," says this Japanese critic, "but the Post Office there is apparently beyond the reach of criticism and continues to display the most extraordinary lack of judgment, to say nothing of common-sense." That might be all very well if the alleged facts were correct, but, as the Hongkong Post Office has shown, they are hopelessly wrong. And this is no official denial either; it is a case of mistaken identity, in which the Hongkong Post Office has come out topside.

EXTRADITION OF CHINESE SUSPECTS.

IMPORTANT JUDGMENT.

The Full Court delivered judgment to-day in the matter of the extradition of a prisoner named Wong Ka Cheung.

The Chief Justice, Sir Francis Pigott, read the judgment of the Court as follows:

On the hearing of the application for a *habeas corpus* before me on June 6, I referred the argument before the Full Court the second, fourth and fifth points which had been raised on behalf of the prisoner: these points were argued on June 29. The second point was that the prisoner's surrender, though asked for an extradition crime, had in fact been made with a view to try him for the offence which is not an extradition crime (Article 4 (1) of the Ordinance). On this point the first difficulty which arose was with regard to the meaning of the expression "in fact with a view." The learned Attorney General conceded that this question was governed by the ruling in *Aston's case* (1895-1 Queen's Bench 108). All questions of *male fides* on the part of the foreign government being put aside, under the English Act the ulterior object of the government to prosecute the person extradited for a political offence may be shown. So, under the Hongkong Ordinance, the ulterior object of the foreign government to prosecute the person extradited for a non-extraditable offence may be shown. In order to prove the ulterior intention in the present case the proclamation of the Brigadier General at Tso Kung in Kwong-tai province was put in. It may, I think, be legitimately argued from this document issued in order to assist in the work of exterminating bandits from certain villages that although the extradition of Wong Ka Cheung was only demanded for one crime of armed robbery, yet it does show the ulterior intention of the Chinese Government of punishing him, when they have got him, as a bandit. But a bandit obviously means a person who has been concerned in more than one armed robbery. The ulterior intention, therefore, if it exists is to try the man for other extraditable offences than the one for which his extradition is demanded; but not for other non-extraditable offences. If this indeed be the ulterior intention, it is fully covered by the provisions of Article 4 (3), which provides that before the extradition is granted an engagement shall be given by the Chinese Government that the prisoner shall not be tried for any offence committed before his surrender other than the extradition crime for which his surrender is demanded. The second point therefore falls to the ground. The fourth point was that the prisoner's guilt had not been proved as required by Article 23 of the Treaty of Tientsin. On this point I have already indicated the many doubts which I felt in my former judgment; but the solution of them is somewhat easier than I at first anticipated. In the first place I accept the learned Attorney General's argument that the words used in Article 23 of the Treaty "on proof of guilt" cannot, from the reason of the thing, bear the rigid meaning that the prisoner is to be found guilty. For, in the first place, the trial is to take place in China, and the proof of guilt will be these required according to Chinese law. In the second place the trial is not to take place in Hongkong, either under English or Chinese law, and the man will not be punished in the Colony. It would be impossible, therefore, to determine by what law he was to be found guilty. The only possible interpretation of the words is that the Colonial authorities who are entrusted with the proceedings in Hongkong are to be satisfied that the prisoner is guilty. The magistrate is the authority charged with the inquiry and the evidence before him, under Article 19, is to be such as would justify the conviction of the fugitive criminal for trial at the Supreme Court, if the crime of which he is accused had been committed in the Colony. I have already indicated that there appears, on the face of this provision, to be a variance between the Treaty and the local law: for a magistrate can only discharge, not acquit or commit for trial but not find guilty. But Article 10 of the Extradition Ordinance must clearly be read subject to Article 76 of the Magistrate's Ordinance, No. 3 of 1890, and by the second part of that article the magistrate is to commit the prisoner if in his opinion the evidence is sufficient to put the accused upon his trial for an indictable offence, or if the evidence given raises a strong or probable presumption of the guilt of the accused. This provision is copied verbatim from the English Act, 11 and 12 Vict., c. 42, s. 25. What the precise distinction between the two alternatives is I have not to inquire, and the books do not throw much light upon it. It is sufficient to say that the second condition for commitment for trial does exactly fit in with the duty required of the Colonial authority by the Treaty. If the first condition had stood alone it would have been necessary to have gone into the question of ultra vires, suggested in my previous judgment. But it does not, and we are, therefore, relieved from the duty of deciding a most troublesome point of law. Had it been necessary for us to do so we should have received material assistance from the learned Attorney General's able argument. The Magistrate expressed the opinion that the prisoner was guilty. It is impossible to say that in doing so he was not acting in compliance with the law. But in future I think it would be better for the Magistrate to adhere rigidly to the words of Article 76, and to say whether or not the evidence given raises a strong or probable presumption of the guilt of the accused. The fourth point, therefore, falls. On the fifth and last point Mr. Ferrers admitted that the cases were too strong for him to contend that this Court could review the Magistrate's decision as to facts. The law is too clearly established for this point to be raised. He contended, however, that under Article 15 of the Magistrate's Ordinance, the Magistrate ought to have heard the complainant—who was, he said, the Chinese officer in charge of the case. But Article 15 is in Part II of the Ordinance, which deals with "Procedure in respect of Summary Offences." There is no such provision in the part which deals with indictable offences. The fifth point therefore, also falls. All the points which the ingenuity of Counsel has raised on behalf of the prisoner have thus been overruled. All of them were well worthy of consideration; some of them of considerable difficulty. The sum and substance of this decision is that while there have been some deviations from what I consider to be the strictness of practice which the law requires, none of them has been sufficiently serious to warrant the procedure being set aside. The writ of *Habeas Corpus* is therefore discharged.

The Attorney General (the Hon. Sir H. S. Berkeley) with Mr. H. E. Pollock, K.C. (instructed by Mr. F. B. L. Bowley, Crown Solicitor) appeared for the Crown; Mr. H. N. Ferrers, of Counsel, represented the prisoner.

NAVAL NOTES.

STRANDING OF THE "EXE."

[From Our Naval Correspondent.]

Waihaiwei, and July.

The Fleet regatta takes place on the 18th inst.

H.M.S. *Diadem* is expected here from Hongkong in the course of a few days.

H.M.S. *Glory* will probably leave here on the 23rd inst. for Hongkong en route for England.

In the middle of this month H.M.S. *Flora* will go into commission to relieve the *Sirius* and *Zephania*.

During a strong southerly breeze on the morning of Thursday, the 29th ult., the torpedo boat destroyer *Exe* parted her moorings and was blown on to the beach. The *Whiting*, being under steam, was ordered to proceed to her assistance, and whilst endeavouring to tow her off collided with a picket boat, belonging to the *Glory*, and knocked a whole in her side, which, in a few minutes, rendered the craft *hors de combat*, with the result that she was quickly washed up on to the beach close under the bows of the *Exe*. All efforts to move the destroyer proved futile and as the tide went down the boat was left high and dry. During the afternoon the wind abated and parties were set to work to remove her guns and all heavy weights aboard. Between 7 and 8 p.m., a Government tug succeeded in towing her off. Fortunately that part of the beach where she grounded was sandy, and the destroyer sustained but little damage. The picket boat did not fare so well and some time must elapse before she is fit for use again.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held this afternoon in the Board room.

NOTION BY THE PRESIDENT.
The President moved:—"That the Board hereby authorize Dr. W. W. Pease, Dr. H. Macfarlane, Dr. W. Moore and Mr. A. Gibson to enter any shop or premises used for the sale or preparation for sale, or for the storage of food, to inspect and examine any food found therein which he shall have reason to believe is intended to be used as human food, and in case any such food appear to be unfit for such use, to seize the same in accordance with section 83 of the Public Health and Buildings Ordinance No. 1 of 1903."

INSPECTORS OF NUISANCES.
Correspondence relative to the appointment of all existing Sanitary Inspectors to be Inspectors of Nuisances under the Sale of Food and Drugs Ordinance, 1896, was laid on the table.

OPEN SPACES.
An application was submitted by Messrs. Palmer and Turner for a modification of the requirements of section 138 of the Public Health and Buildings Ordinance, in respect of Nos. 70, 72, and 74 Queen's Road Central. The applicants stated, in order to conform with the requirements for open space, a considerable portion of the site on which buildings now stood must be given up for open space, and thus it was proposed to pull down all the buildings on the block, portion of which includes the "New Traveller's Hotel," and rebuild the same. These premises are three-storied buildings, but to make up for the loss for open space the applicants sought the Board's recommendation that they be allowed to rebuild them to a height of four-storied, and to be allowed a depth of 50 feet for the ground floor, instead of 40 as provided by the Ordinance.

The Medical Officer of Health minutes: "I agree as to verandahs being confined to the height allowed by the Ordinance—that is not to be carried above three-storied-high. As regards depth of ground floor shops, one of them is a corner building lighted from Pottinger Street, and another comes opposite the backyards of houses facing on Pottinger Street. If the roof of the latter houses were differently arranged it would improve the lighting of the middle shops, and I think the 50 feet depth could be sanctioned for all of them."

Mr. A. Rumjahn minutes: "Adopt the views of the M. O. H."

PUBLIC WATER.
The Government Analyst reported on samples of water drawn from fountains in Chater Road, Hollywood Road, Pumping Station, Borham Road, and at Yau-mai, all of which he found to be of excellent quality.

EXAMINATION OF FOOD.
The Government Analyst submitted a report on samples of beer and milk examined by him, in which he found all the beer—six bottles—genuine, and of eight bottles of milk one was adulterated.

Mr. H. E. Pollock, K.C., asked if there had been a prosecution in the case of the adulterated milk, and if so, with what result?

The Hon. the President said there had, and a fine of \$200 was inflicted.

LIMEWASHING.
Since last report 811 houses had been lime-washed and cleaned under the superintendence of the Sanitary officials.

COMMERCIAL.

SHANGHAI FREIGHT.

Writing on the 6th inst. Messrs. Wheelock & Co. state:—

The homeward freight market still remains very dull, about the only cargo going forward being transhipment cargo.

Consignment—This market still remains very weak, and there seems to be no prospect of improvement for some time to come. There is almost nothing doing on the coast or river in spite of the very low rates obtainable, and from Japan there is hardly any coal to be shipped.

To-day's Advertisement.

NOTICE.

WE have authorised Mr. D. J. PETI-GURAH to sign our Firm from this date.

R. S. WOONWALLA & Co.
Hongkong, 11th July, 1905. (733)

To-day's Advertisements.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 11th July, 1905. (734)

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.

Hongkong, 11th July, 1905. (735)

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on

THURSDAY,
the 13th July, 1905, at 11 A.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE,
ELECTRIC POCKET LAMPS AND BATTERIES; PICTURES, PHOTOGRAPHIC CAMERAS AND APPARATUS, JAPANESE CURTAINS, RICKSHAS, CLOCKS, &c., &c., &c.

Also
One GURLEY LIGHT MOUNTAIN TRIP-SIT with Solar Attachment and Tripod, 3 SEXTANTS, One AMERICAN SAFE by New York Export and Import Co., One MANDOLIN and One ELECTRIC FAN.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th July, 1905. (736)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MAZAGON,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 11th July, 1905. (737)

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBÉ AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th July, 1905. (738)

P. RTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NUMANTI,"
FROM PORTLAND (OR), YOKOHAMA, KOBÉ AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 11th July, 1905. (739)

THE DAIRY FARM CO., LIMITED.

WE RECOMMEND A TRIAL

OR

MARLENE.

THE BEST SUBSTITUTE

FOR COOKING BUTTER.

PRICES:

40 Cents per 1 lb. Print.

20 " " " "

Hongkong, 11th July, 1905. (741)

Intimations.

ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY
IMPLICITLY ON GETTING

FROM US

PIANOS

OF THE

HIGHEST CLASS

EMBODYING THE VERY BEST

MUSICAL AND WEARING

QUALITIES,

AT

MODERATE PRICES.

OUR CLIENTS HAVE THE

ADVANTAGE OF OUR

30 YEARS' EXPERIENCE AS

EXPERTS,

DEVOTED

EXCLUSIVELY

TO THE PIANO TRADE.

WE ARE BY FAR THE

LARGEST IMPORTERS

AND

* Flagship of Vice-Admiral Bayle, Commander-in-Chief.
† Flagship of Rear-Admiral de Vauque de Jonquières, Second-in-Command.

